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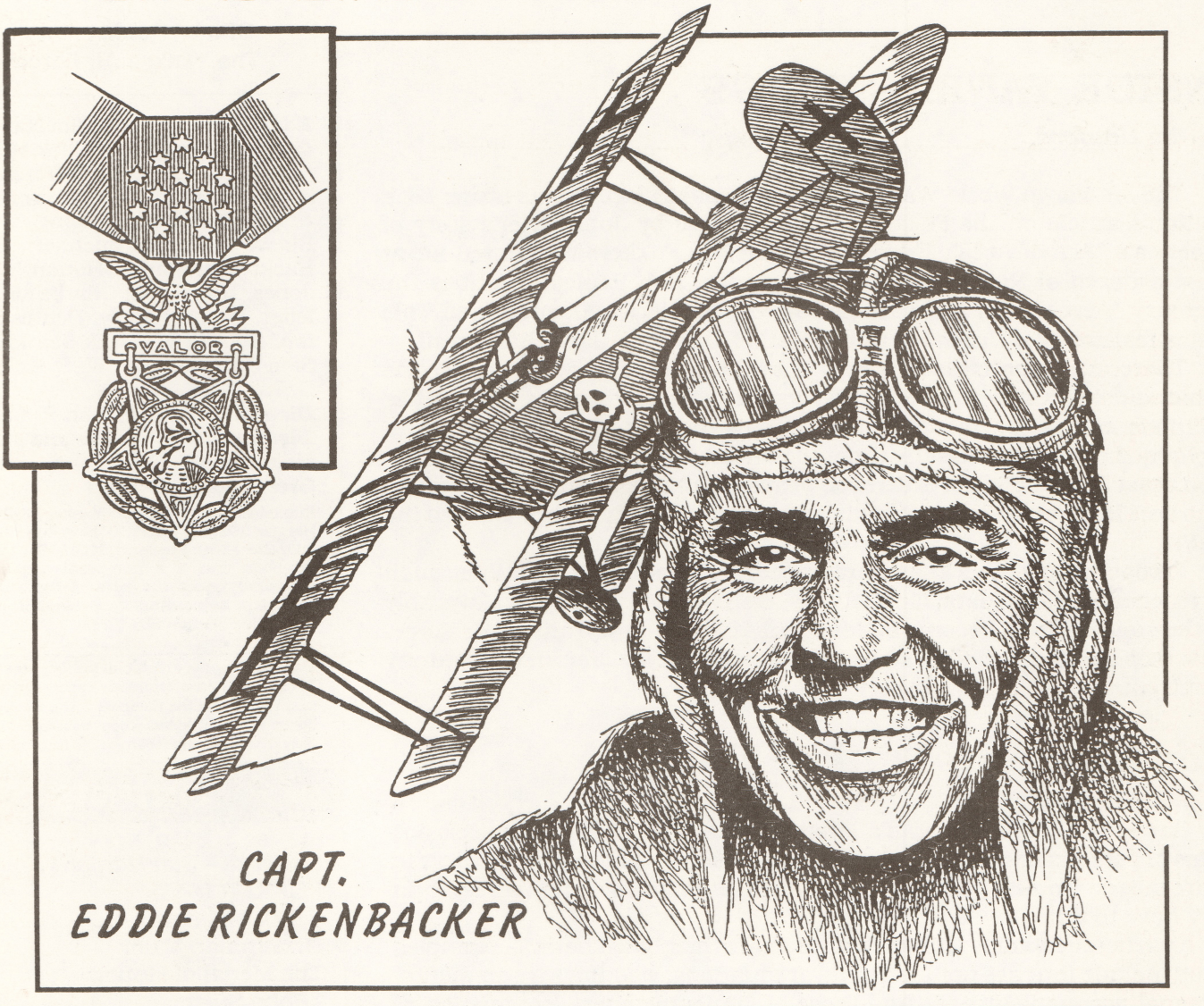
Yankee WINGS

THE MAGAZINE OF THE YANKEE AIR FORCE

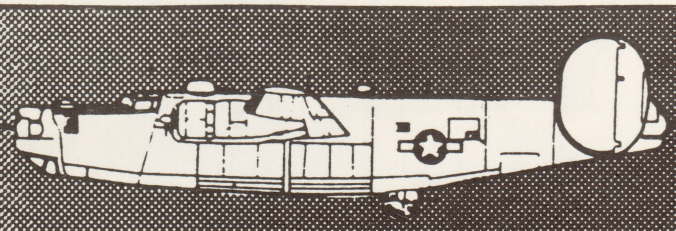


Also in this issue . . .

- ✪ Fokker D-VII
- ✪ Uncommon Valor - The Men and the Medal
- ✪ Steve Canyon Retires
- ✪ Tale Spins – Hell Divers
- ✪ Annual Meeting - Election Candidates

. . . and more!

Yankee WINGS



Official Publication of
The Yankee Air Force©

INSIDE *YANKEE WINGS*

by Jim Hanford

The air war in World War I takes a dominant place in this issue. Dick Melton's article on the Fokker DVII is followed by John Syler's story of America's "Ace of Aces", Eddie Rickenbacker. Fokkers accounted for at least a dozen of Rickenbacker's 26 victories. Bob Pauley describes the Mercury "Aerobat" in his Michigan's Aviation Heritage series, and Tale Spins features the Curtiss-Wright SB2C Helldiver by Jack Stankrauff.

There are some treasures buried in the articles appearing after the centerfold; for examples, see the Division News page, where two good public relations efforts are mentioned. I refer to the Mid-Michigan Division's technique of making cassette tapes to present the YAF's message, and the Northeast Division's efforts to reach people (in this example, scout leaders) who are likely to make return visits and/or tell others how they enjoyed the YAF.

Probably most of us know similar people in leadership positions, such as teachers, civic leaders, club officers, etc., who would respond favorably to the suggestion to become better acquainted with the Yankee Air Force. Now that the suggestion has been made, why not look for an opportunity to introduce the YAF to someone you know?

Contribute toYankee Wings

By Jim Hanford

One of the magazine staff's limitations is the resources to seek out items of personal interest about members. If we can persuade members to share these accounts, they will grace our pages much more frequently than they have to date.

A particular want is for members to share their "good news" – examples could include (but are not limited to) graduations, weddings, retirements, personal accomplishments and those of family members, completion of major tasks such as pilot's license, building a home or a homebuilt, etc., and unique experiences whether aviation-related or not.

I believe it is possible to write about such experiences in a way that doesn't appear boastful or embarrassing to the member. The magazine staff *is* available to assist with the writing, spelling, punctuation, etc. Everything submitted for publication is reviewed by the editor, who reserves the right to make revisions he deems necessary for clarity or length, while preserving the original content.

I urge and challenge members to submit their "good news" for publication. You can mail it to me at 465 N. Franklin St., Dearborn, MI 48128, Tel. (313) 563-3283, or drop it in the Publications Administration mail slot in the hangar.

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CONTENTS

Editorial – *Jim Hanford* 2
FOKKER D-VII
- *Dick Melton*.....3-5
Uncommon Valor
The Medal of Honor
- *John Syler* 6-9
The Photo Section 10-11
Tail Spins - Hell Divers
- *Jack Stankrauff* 12-13
Board Report 14
Election Biographies
- *Collene Conrad* 15
Division News 16-17
Museumology 17
Steve Canyon Retires 18
Letters to the Editor..... 18
Membership Report
-*Charlie Lingenfelter*..... 19
Calendar.....20

FOKKER D-VII:

The Plane and the Man Behind It

By Dick Melton

As an impressionable kid approaching my early teens in the mid-Thirties, I was thoroughly absorbed by the glamour and adventure of aviation – and particularly in the tales of the planes and pilots of the first World War. Admittedly, most of my images of warfare in the sky were formed by the writers of pulp magazine fiction, enhanced by the dramatic air combat motion pictures of that era and the three-dimensional impressions gained from the almost countless solid scale and flying model planes I built.

Even then – and despite the fact that they'd been flown by "the bad guys" – I learned to admire the esthetics of one particular German fighter, the Fokker D-7. (Because the Germans employed Roman numerals for their aircraft designations, the aircraft name should more properly be written, "Fokker D-VII", but for easier reading, I will use the more familiar Arabic numerals in tthis article.)

Why was I so attracted to this particular plane? Because in my eyes it looked like a biplane fighter should look. Unlike its adversaries – the chunky Spad, the boxy SE-5 and the hump-backed Camel – the D-7's slim and more graceful proportions seemed to say that here was the one plane destined to dominate the air in its time. And as I learned more and more about the performance and technical refinement of that lean and aggressive-looking ship, the more my appreciation grew.

Here is the story of the plane that still holds such strong fascination for me.

Many aviation historians contend that the Fokker D-7 was the best all-around fighter aircraft of the first World War – an opinion seconded by those who flew it in combat and survived to tell about it. It was certainly not the fastest scout-fighter of its time. The French Spad 13, a contemporary enemy, was smaller, lighter, more powerful and fully 16 percent faster. It was not as maneuverable as another adversary, the Sopwith Camel. But like no other plane of that era, the Fokker D-7 was a supreme example of the ideal compromise between the conflicting demands for dogfighting agility, speed and climb performance.

At higher altitudes where many other fighters became mushy to handle, the Fokker D-7 maintained its crisp maneuverability and ease of control. Even when "hanging on the propeller" on the verge of a stall, its friendly flight characteristics made it a stable gun platform. And when a stall did occur, it was straightforward with no tendency to spin out. In fact, the Fokker D-7's outstanding controllability became the standard against which new fighters were judged throughout the following decade. Although the design saw only a little more than a half-year's service at the front before the war ended, it was said that the Fokker D-7 could turn a mediocre fighter pilot into a good one, and a good fighter pilot into an ace.

Tracing the roots of the Fokker D-7 should begin with the story of the unusual personality responsible for the plane . . . and a quick look at aircraft bearing his name that preceded it.

(Continued on page 4)

Anthony Fokker

Anthony Herman Gerard Fokker was born on the Indian Ocean island of Java into the family of a well-to-do Dutch tea planter in 1890. Six years later, the family moved back to Holland and settled in the city of Haarlem. There, a somewhat spoiled young Anthony was allowed to develop his inventive mind . . . at considerable peril to other members of the family. An electrically charged doorknob, one of his experiments, nearly killed an uncle. And a gas combustion engine experiment almost burned down the Fokker family home.

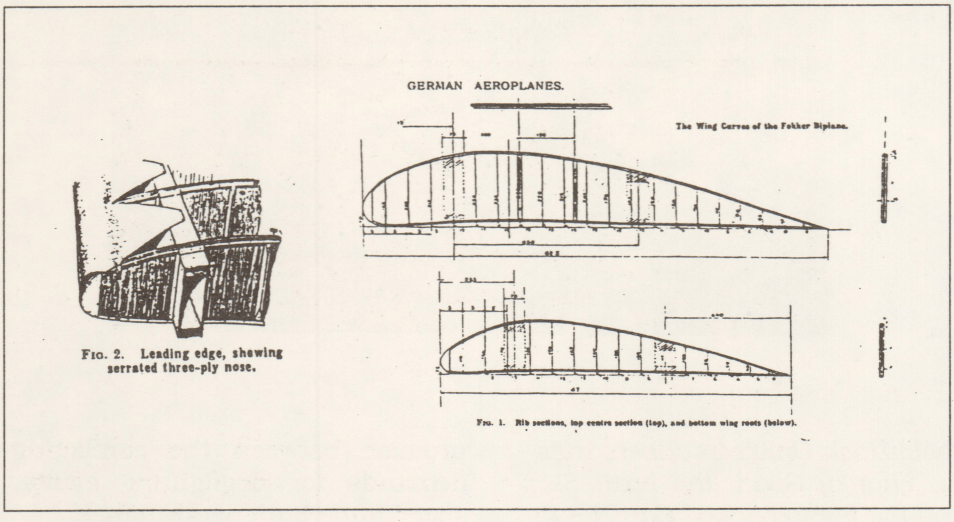


FIG. 2. Leading edge, shewing serrated three-ply nose.

FIG. 1. Rib sections, top centre section (top), and bottom wing roots (below).

When word of the Wright brothers' successful powered flights in America reached Holland, the teenaged Fokker was captivated by the idea of powered heavier-than-air flight. The sight of an early airplane flying over Brussels was enough to turn his efforts to building models of planes.

After being called to serve in the Dutch army – and promptly bribing his way back to civilian life – the young man was hustled off to an engineering school. There he became the only student in an aviation class taught by an instructor who knew no more about the subject than Fokker did. After working on the construction of two airplanes – the first one couldn't fly and the second was crashed by the instructor – Fokker left in disgust.

With his tuition refund and some additional money provided by an indulgent Papa Fokker, Anthony teamed up with an army officer and they built a plane in an empty Zeppelin hangar in Baden-Baden, near the Rhine River in the Black Forest of southern Germany. In December of 1910, Fokker flew the plane successfully on its official test, but caught pneumonia from the mid-winter flight in the open cockpit.

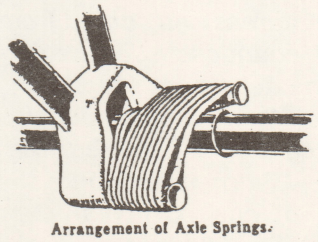
Twice, Fokker's partner tried to fly the plane – and twice it crashed. After the second crash, Fokker again hit Papa for enough money to buy out his partner and then rebuilt the plane for the second time. Soon, Fokker – by then a licensed pilot – gained so much publicity as a flier that he received an invitation in 1912 to work at the famous Johannesthal airfield near Berlin where he rapidly became the top pilot at the field.

Flushed with success and backed by more of Papa's money, Fokker formed a small airplane manufacturing company and won orders for two planes for the German army. Interestingly, Fokker – technically a Dutch neutral in the four-year conflict that was to follow two years later – had first offered his designs to the British War Office. They turned down the offer for reasons that seemed logical at the time. After the war, it was said that were it not for his deadly airplanes, the war against Germany could have been shortened by as much as a year.

With rumors of war growing louder, Fokker was approached by a group of prosperous-looking German businessmen and was conned into becoming the head of a new airplane plant with inadequate financial backing. In addition to his other debts, it cost Fokker 4,000 marks of Papa's money to buy his way out of the contract.

The inevitability of war, however, saved Fokker. He began to train German army officers to fly. Then in 1913, he won a flying competition that brought with it a sizeable grant to set up an official flying school. At the same time, he was building aircraft for the German army and navy, and for private customers, in the small firm financed by Papa Fokker and his friends.

In the summer of 1914, when the "Great War" erupted on the continent, Fokker found himself figuratively sitting on a gold mine. The German government confiscated Fokker's planes and assets, but paid him a sum that far exceeded his highest expectations. So he decided to continue his increasingly profitable training and aircraft manufacturing operations in Germany, cancelling his plans to run home to Holland with what money he could salvage.

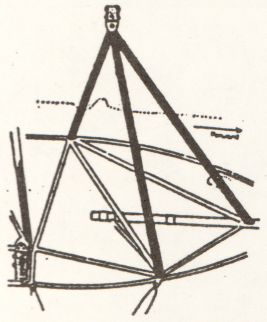


Arrangement of Axle Springs.

The "Fokker Scourge"

For the Germans, Fokker developed a series of *"Eindecker"* monoplanes, flimsy-looking aircraft propelled by low-powered rotary engines in which the cylinders and crankcase, with a propeller attached, rotated furiously around a stationary crankshaft attached to the nose of the plane. In operation, the engine became a massive gyroscope that contributed to stability in straight and level flight . . . but caused some weird reactions when an inexperienced pilot attempted turns.

Originally intended as an unarmed scout aircraft, not a combat plane, the E-1 *"Eindecker"* entered service in mid-1915. Its task, however, charged suddenly before it went into production. French pilot Roland Garros had modified a Morane-Saulnier Type L scout monoplane with a machine gun fixed to fire through the arc of the propeller which had steel plates to deflect bullets that otherwise could have shattered a blade. After downing a reported six German aircraft with this new weapon, Garros had to make a forced landing behind German lines on April 19 and his secret was discovered.



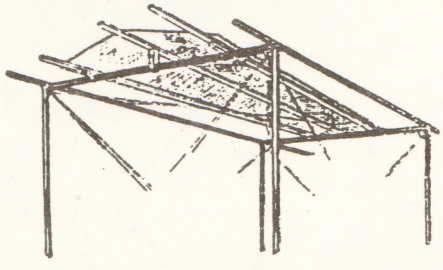
Side-elevation of Cabane and Engine-bearer Tubes.

Because the *"Eindecker's"* design resembled that of the French aircraft (although its performance was to prove definitely inferior to that of the Morane-Saulnier), Fokker was called upon by the German military to produce an even better deflector system so their pilots also would have the ability to shoot with the same accuracy that had made Garros feared in the air.

Realizing the dangers to propeller and pilot inherent in Garros' scheme, Fokker and his team of engineers instead refined an earlier German patented design and developed a practical synchronizing gear that would allow the gun to fire only when the rotating propeller blades were out of the line of fire. The job took only 48 hours. By war's end, the Fokker firm had made 42,000 of these synchronizers.

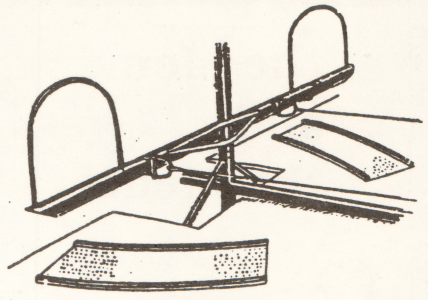
With a "borrowed" patent and an inferior airplane, the "Fokker Scourge" was launched. The renowned German ace, Max Immelmann, scored the first official *"Eindecker"* victory on August 1 (and died in another *"Eindecker"* less than a year later).

The last half of 1915 was dominated by various versions of the Fokker design, the first truly effective fighter aircraft. The last *"Eindecker,"* the E-4 model, was produced in August. It mounted not one but two machine guns that fired between the blades of the propeller. One plane was equipped with three guns but proved too nose-heavy and that idea was abandoned.



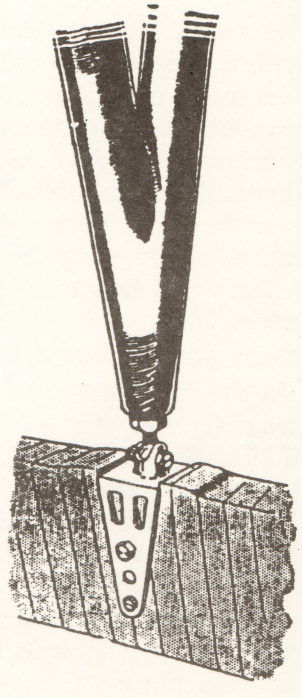
Fuselage Construction.

Early in 1916, the French Nieuport Scout biplane appeared with a single Lewis machine gun mounted above the top wing centersection, firing straight ahead over the top of the propeller. Numbers of these planes, combined with a serious tactical blunder by the German General Staff, won control of the air for the Allies . . . and the "Fokker Scourge" ended.



Rudder Bar.

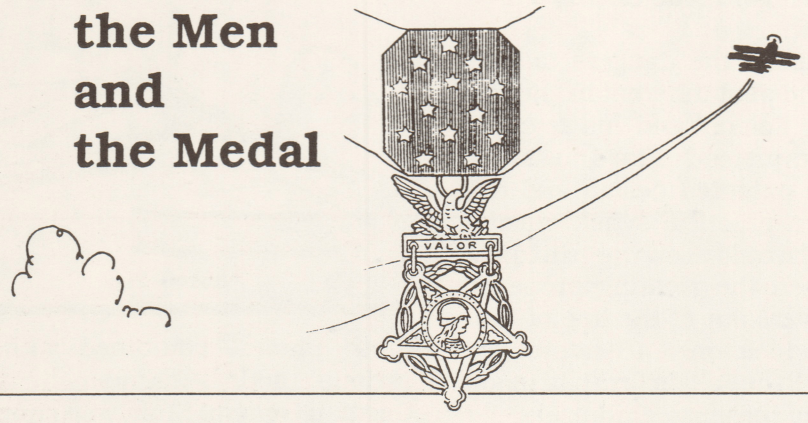
(To Be Continued)



Lower Front Spar and Interplane Strut Fixing.

Uncommon Valor . . .

the Men and the Medal



"Fly slow and stay close to the ground"

By John Syler

His early life was decidedly rough and tumble; a more unlikely hero would be hard to imagine, let alone find.

He was a mechanical genius; he could diagnose the problem in an engine just by listening to it run. He was a natural genious; not a genious by way of learning from books. In fact, his formal schooling ended before he had completed grammar school.

He was tall and rangy. His language was far from the polished refinement employed by the officer pilot class whose ranks he sought to join. His name was Edward Vernon Rickenbacher, "Eddie" to his friends.

A Man at Thirteen

At the age of thirteen Eddie's father died, and he went to work at a series of factory jobs to help support his family. One of his jobs was with a small automobile company that turned out one car a month. By sixteen he had become a crack race-car mechanic. Before he turned twenty he was firmly established as a winning race car driver in his own right. The newspapers of the day referred to him as the "Wild Teuton". His winning abilities won for him a world land-speed record of 134 miles per hour, and an income exceeding $35,000 a year.

On a visit to England in 1916, he discovered that the "Teuton" publicity and his Germanic name garnered for him the unwelcome attention of Scotland Yard. He and his clothing and personal effects were subjected to minute searches. This experience persuaded Eddie to change the spelling of the family name to Rickenbacker, because it seemed "less German".

Returning to the states, Rickenbacker attempted to sell the U.S. Army on forming a special fighter squadron, made up of racing drivers, believing that quick-thinking and acting drivers would make excellent pilots. The Army demurred, adding that, at the ripe old age of 26, Rickenbacker himself was too old and had little formal education to qualify.

Once America had declared war, however, Eddie enlisted and got himself assigned as a driver to the American General Staff in France. Word got around that he was General John J. "Black Jack" Pershing's driver. "It's a good story," Rickenbacker said, in letting the story stand. In truth, however, he was the personal driver of one Colonel William "Billy" Mitchell. It was with the blessing of Col. Mitchell that Rickenbacker was soon posted to the flight school at Tours, where he earned his wings in a mere seventeen days.

When his mother heard of his becoming a pilot, she wrote him with the admonition, "Fly slow and stay close to the ground." Because of his incomplete formal education, his roughneck ways, and his profane language, he didn't fit in with his fellow pilots who were, to a man, graduates of some of America's best universities. Consequently he was one of the most unpopular pilots alive at that time.

Rickenbacker with Medal of Honor.

The Americans learned the art of flying in dual-control Jennies, and were taught the French way of flying. After Jennies, they trained

in the single-seat French craft, *Rouleur*, (literally, "roller") which was normal in every way, except that the wings were too small to provide enough lift to become airborne. After hours of racing about in their *Rouleurs*, the fledgling pilots were given flyable aircrafts and simply told to fly them.

Baptism of Fire

In April 1918, almost a year after the United States had entered the war, the American 94th Squadron still had not seen any action. They had aircraft alright, but the planes were unarmed, hence they sat and bided their time, waiting for their machine guns to be delivered! Major Raoul Lufbery, the leading ace of the Lafayette Escadrille, had just been appointed a flightleader in the 94th. He was unwilling to sit at the 94th's aerodrome at Villeneuve-les-Vertus, and so took his eager pilots on patrol in their unarmed planes. The first time he tried this daring – if foolish – exercise, Rickenbacker was one of his pilots. Although Lufbery kept his charges from penetrating the German airspace to any great degree, the mission was anything but a hazardless lark. Rickenbacker's experiences were enough to scare the life out of a less competent flyer.

He began to experience the pangs of airsickness due to the pitching and rolling of his Baby Nieuport. He later recalled that he clenched his teeth and began to pray that he be delivered alive from his torment. An explosion a few feet behind his aircraft jolted all thoughts of discomfort from his mind. German anti-aircraft fire had found him within range! During the remaining two hours of the patrol Rickenbacker's early discomfort and fear gave way to a heady excitement and an almost-euphoric sense of his own abilities as a pilot. Rickenbacker had entered his element.

Rickenbacker with officers of the 94th Aero Squadron in France, 1917. (Twentieth Century Fox photo)

First Kill

On the 29th of April, 1918, Rickenbacker went on patrol with another pilot from the Lafayette Escadrille, James Norman Hall. (Hall would later co-author the famous book, *Mutiny on the Bounty*). The two Americans spotted a lone Pfalz fighter. Hall dived out of the sun on the unsuspecting German, while Rickenbacker flew between the Pfalz and the German lines, cutting off his retreat. In turning away from Hall's guns, the Hun flew right into Rickenbacker's machine gun fire, and crashed inside the German lines. Eddie had scored his first kill.

He scored his next kill in May, by falling on a flight of three German Albatrosses, taking off from their field. He shot down the rear machine, but the other two got away because Eddie's aircraft suffered damage to the upper wing. He was forced to break off and return home before his aircraft fell apart. By May 30 Rickenbacker had scored his fifth victory. He was now an ace.

If only . . .

In the middle of June the 94th American lost one of its leading aces. Raoul Lufbery flew to the aid of one of the squadron's green pilots, who had expended all of his ammunition trying to shoot down a German fighter. After one pass at the enemy craft, Lufbery pulled over, apparently to clear a jammed gun. As he went back to the attack his plane seemed to shudder, then smoke, then burst into flames as it went out of control, falling on the village of Maron. The craft was still several hundred feet above the ground when Lufbery either jumped or fell out of the cockpit, impaling his body on a picket fence. "Just think," wrote an angry and saddened Billy Mitchell, who had witnessed the early part of the action, "if he'd had a parachute, he could easily have been saved." Yet even the loss of its foremost pilot and ace was insufficient grounds for the Army to issue the as-yet unperfected parachute to its pilots and aircrews.

Spectacular Changes and Old Foes

Lufbery's death occurred at a time of marked change in the Ameri-

time of marked change in the American Aviation Section, and with that change, increasing responsibilities for the American squadrons. In late May 1918, the Aviation Section was removed from the U.S. Army Signal Corps and became a separate entity, called the United States Air Service, under the command of Brigadier General Mason Patrick. The 94th, "Hat in the Ring", Squadron was joined the the 95th, 27th and 194th Squadrons, which became the 1st Pursuit Group. In addition, three observation squadrons were also operational, and a bomber squadron, the 96th, was in the process of coming on line. The plan was to mass these combined units into the 1st Brigade, Air Service under Colonel Mitchell, and move their operating theater into the critical Chateau Thierry Sector of the Western Front.

At this time Lt. Rickenbacker was side-lined with a mastoid infection that finally necessitated surgery, keeping him not only out of combat, but grounded for nearly four months. Shortly before his illness, Rickenbacker had been made C.O. of the 94th, and their operational sector pitted them against the German Jagdgeswader, the famed "Flying Circus", recently commanded by Baron Manfred von Richthofen, the equally famous "Red Baron". The new leader of the "Circus" was one Oberleutnent Hermann Goring.

Final Offensive . . . Victory -- Glory

The final Allied offensive began on September 12, 1918, with the usual massive artillery barrage, followed immediately by a tremendous air assault by 1,500 aircraft, bombing German positions, airfields and supply points. This was followed by strafing actions against German troops and aircraft still on the ground. Colonel Mitchell had devised the plan and put into action the first combined land/air offensive operation. Against this massive serial armada, the Germans could muster only 295 machines to counter-attack. Mitchell later wrote of that first day, "Every objective had been accomplished"; and that his friends, Lt. Col. George Patton," ". . . rode into St. Mihiel on the back of his tanks, way ahead of any other ground troops in the vicinity."

A healed Rickenbacker had returned to duty, and flying with the rest of his squadron in brand-new and vastly-improved Spads, was in the thick of the action, during which he scored his sixth and seventh victories.

Rickenbacker just having landed after losing the leading edge and linen from the upper wing of his Nieuport while in combat.

At this late hour of the war the 94th desperately needed a strong leader. Despite their conspicuous part in the victory at St. Mihiel, morale in the squadron was at rock bottom, because of the poundings the unit had taken during the months of May and June. Only Rickenbacker, Reed Chambers, and one other pilot remained from the original members of the 94th, that is, those on strength prior to the pastings the squadron took in those two, terrible months. Rickenbacker stepped into the void in dramatic, typical American fashion. Gathering the pilots of the 94th about him, he turned the meeting into an old-fashioned pep rally.

As a result of the May/June actions, the 94th was no longer the highest-scoring of the twelve American squadrons then serving at the front. Rickenbacker said that he expected them to reclaim the 94th's primacy. This meeting had the effect that Eddie intended it would. As Chambers put it, "He made it back into a team."

Nor did Rickenbacker leave out the mechanics and ground-support personnel. Both groups rallied to his call for unity of purpose and unflaggling support. The mechanics were an easier "sell" than the pilots, because they felt that Eddie, with his background, was "one of them". Said Chambers, "He developed into the most natural leader I ever saw."

Between late September and early November, barely seven weeks, Rickenbacker raised his score from seven to his final tally of 26, plus an additional two unconfirmed balloons, making him the highest-scoring American ace. Chambers related how Eddie was able to shoot down an unbelievable 19 enemy aircraft in just over six weeks. "He drove himself to exhaustion. He'd fly the required patrol. Then he and I would come back to the field, have a cup of coffee, get into our second ships and go hunting by ourselves. Rick always patrolled at just enough RPMs to prevent stalling. He saved the ship for the moment he needed it. When he fought, however, he called for maximum performance and drove the plane until it nearly fell apart. Most of the pilots he killed never knew what hit them. Out of the sun, a quick burst and gone. That was Rickenbacker."

Not Bad for a Grade School Dropout

In 1930, President Hoover placed the Medal of Honor 'round

the neck of this singular American combat flyer. Without doubt, Captain Edward V. Rickenbacker certainly deserved the nations highest decoration. Although he had been awarded an entire collection of decorations, including the Distinguished Service Cross with nine Oak Leaf Clusters, the French Legion of Honor and the Croix de Querre with four Palms, his Medal of Honor surpassed them all.

Eddie Rickenbacker was a natural leader and a natural hunter, though he took no pleasure in the killing of his adversary. His joy came from flying, and to a lesser extent, from the hunt itself. All in all, his many achievements in the First World War must have seemed to Eddie Rickenbacker to be not bad for a grade school dropout.

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Restoration News

Pembroke – Since the last report the Northeast Division has corresponded with a man representing an air museum in Indiana, who is having the same problems that NED is having in his attempts to gain an Airworthiness Certificate for a *Neptune* he is restoring. He is forwarding a package of paperwork that he feels might help NED. We will review it and hope to gain some insights and answers. We are still contacting other Pembroke owners for information on parts, manuals etc. **John Golderer** is in contact with people in Belgium who may be helpful in gaining information for the people at GADO.

The tires which were received for the main gear were the wrong size. Arrangements have been made for their return and the correct size has been ordered from Europe. We have recovered the credit for the wrong tires. Since the aircraft is without one tire, we cannot do much serious maintenance because of the risk of causing damage. There are still numerous cosmetic projects, however, which can be completed by members at their leisure.

The problem encountered at the last run-up – the faulty differential valve – has just about been eliminated. Replacement parts have been obtained, and the crew, under **Dennis Golderer's** direction, will rebuild the valve and reinstall it as soon as possible. Dennis and his crew are checking out the pneumatic system item by item, and are replacing or rebuilding parts as required. Since this is the very heart of the aircraft, it is vital that they function properly when the time comes for "Sir Percy" to spread his wings and kiss the sky. Intricate as the system is, it is still very basic. Common sense and a knowledge of how the valves and diaphrams work become simple under Dennis's guidance.

Aside from these two items, all is go with the aircraft. With the warmer weather coming, we will start on the exterior work, as well as completing the interior work already started. This is **Fred Trudel's** area.

Our Pembroke may not be flying yet, but it is well-known in aviation circles. We have had visitors from all over the world visiting our facility, just to see the Pembroke. We hope to see "Sir Percy" on the circuit by the end of the air show season.

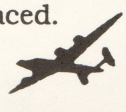
(**Editor's note:** Extracted from Bob Fenner's reports in the April, May and June issues of *The Yankee Clipper.*)

SNB-1

The Saginaw Valley Division has sold their SNB-1 Twin Beechcraft. Most of the proceeds from this sale will go to the Division as compensation for the many months of work which they performed to improve the aircraft.

L-2

The Saginaw Valley L-2 wings are ready to recover, and the fuselage has been cleaned and is ready to cover. There are plans to change the "greenhouse" to make it more authentic. They have recently learned that the prop is inoperable, and must be replaced.



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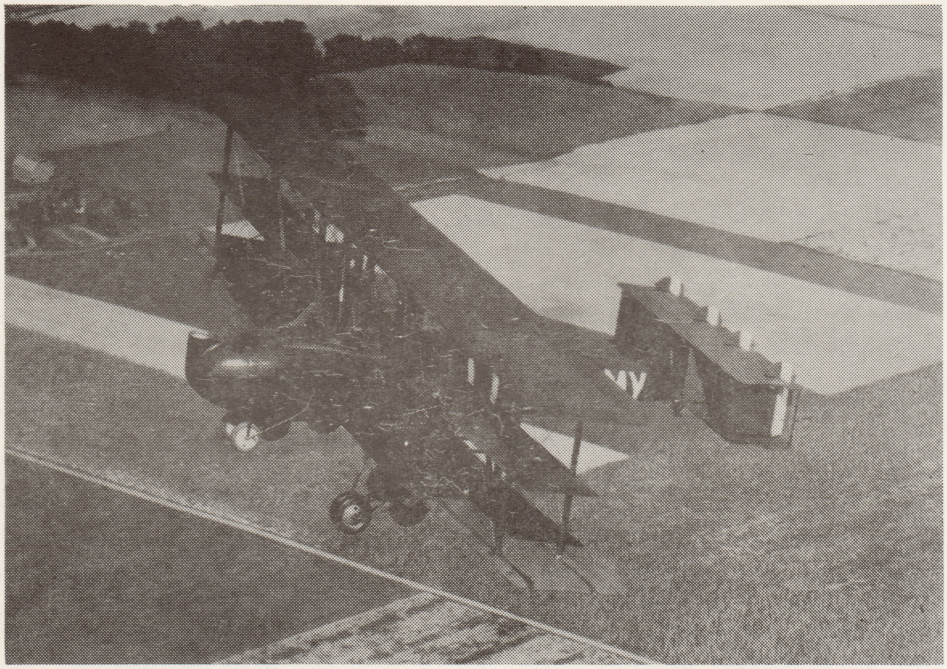
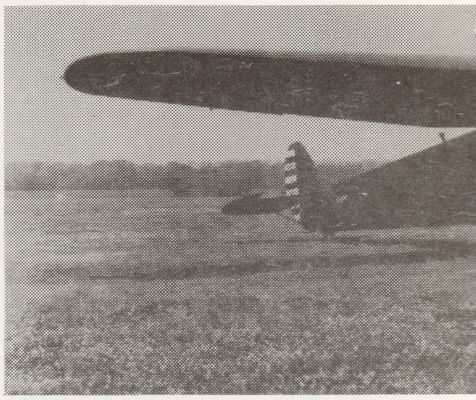
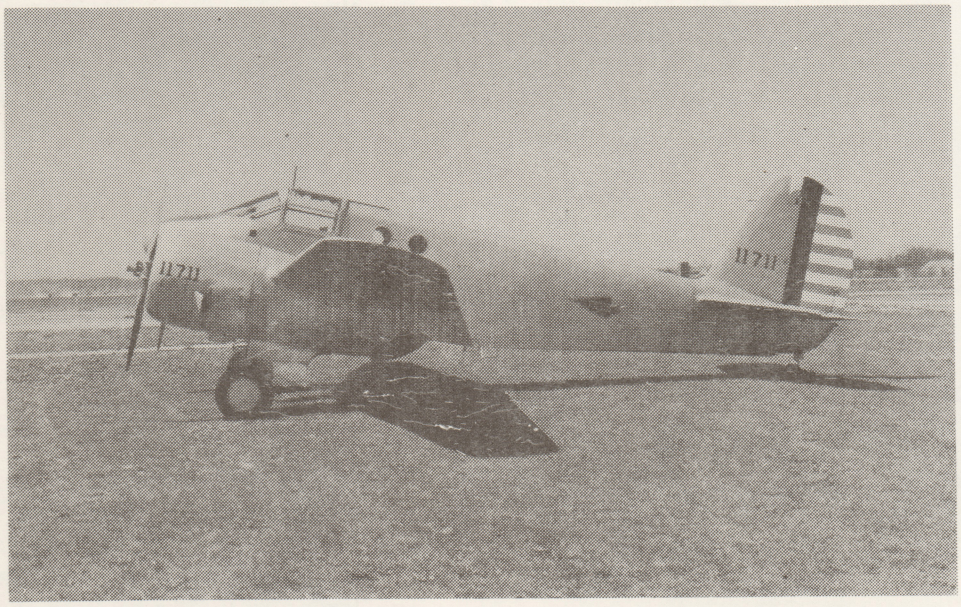


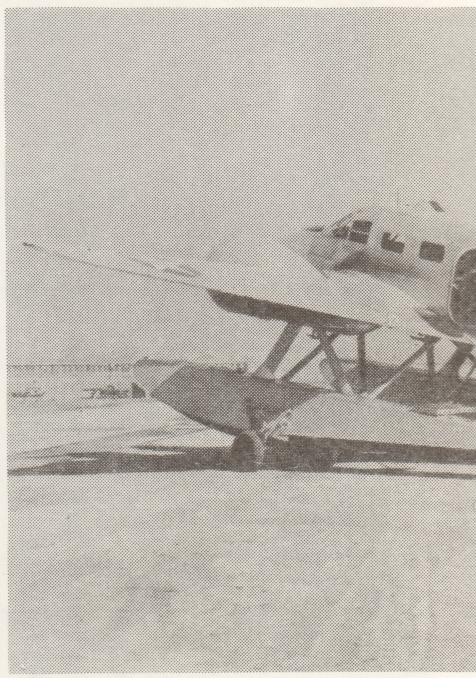
Barling XNBL-1 Army bomber was powered by six Liberty 12A engines (two pushers), had extra wheels under nose to prevent nosing over, and top speed of 100 mph. Only one was built. (Gitlin Collection)



Fokker C-2, U.S. Army. Byrd flew a simil
New York to France, landing on the Fr



Beech AT-10 assigned to Wright Field. (Gitlin Collection)



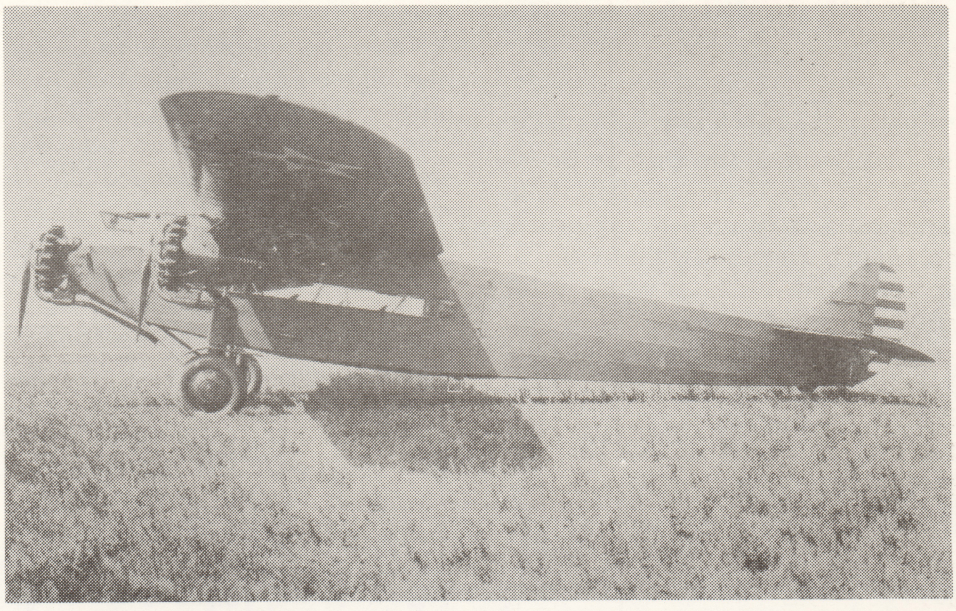
AT-7A equipped with floats. (Gitlin Co

"Down Memory Lane"

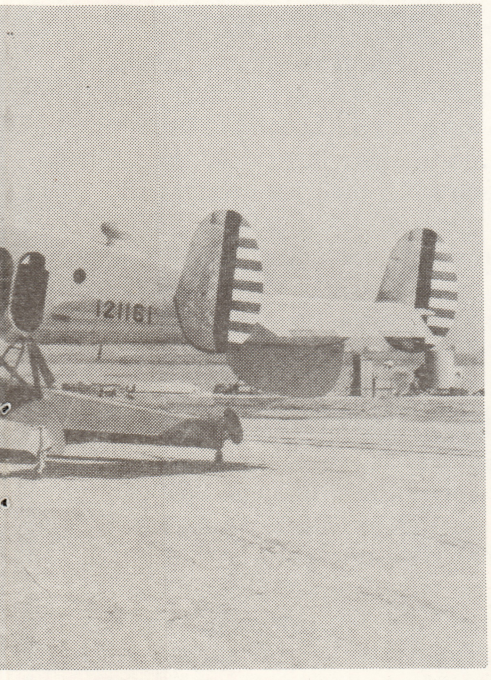
by Jim Hanford

The photos below are from the collection of a personal friend and aviation buff Joshua Gitlin, who passed away this year at age 43. I'm sure he'd appreciate their publication for others to enjoy.

lar aircraft, christened "America", from
ench coast in 1927. (Gitlin Collection)



Fokker C-7 in U.S. Army markings. This type of aircraft carried Richard E. Byrd and Bernt Belchen over the North Pole in 1926, and British aviator Sir Charles Kingsford-Smith across the Pacific in 1928. (Gitlin Collection)



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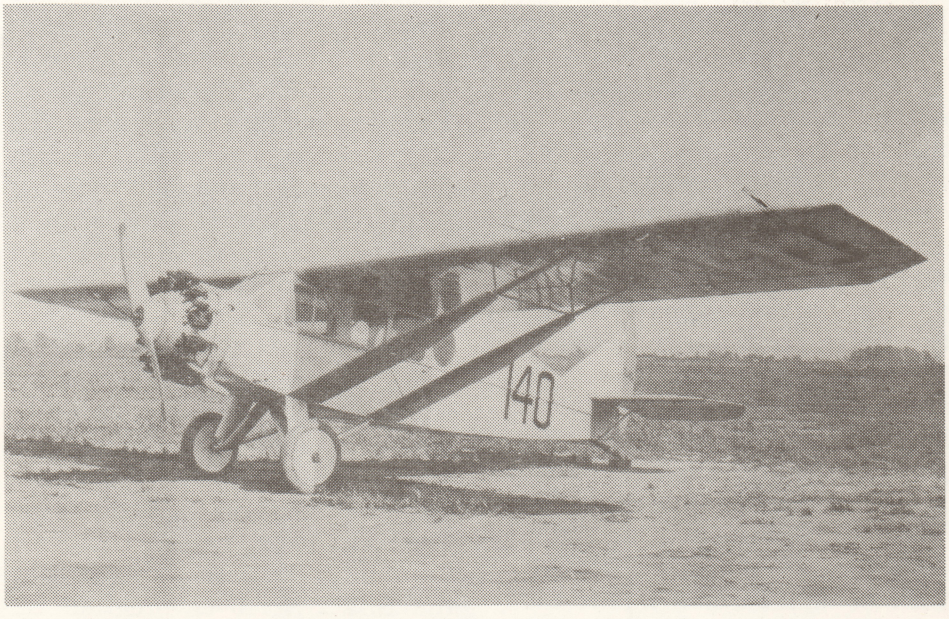


Wright-Bellanca WB-2, "Columbia" which carried Clarence Chamberlain from New York to Germany in 1927. Manufacturer refused to sell a similar aircraft to Lindbergh, because he was considered foolish to attempt a solo crossing. (Gitlin Collection)

TALE SPINS

U.S. Navy's Aerial Beast

By Jack B. Stankrauff

Nicknamed either the "Big-Tailed Beast," or "S.O.B. 2nd Class" or just "Beast," the Curtiss SB2C Helldiver had an unglamorous beginning from its prototype built in a cow barn to being the victim of many flight deck crashes until improvements were made. Yet this notorious, carrier-based scout-dive bomber made an exemplary combat record during World War II in the Pacific.

Bumpy Beginning

Not all aircraft stories are glowing accounts from exacting prototypes through successful testing and production. Certainly, the Helldiver did not fit this scenario! When the production of the SBD Dauntless dive bomber began in 1938, the Navy knew it could be improved. Consequently, they sent out a requirement for a dive bomber to be powered by the new Wright R-2600 Cyclone 14 engine of 1,500 hp with a 1,000 lb. bomb load, self-sealing fuel tanks, two .30-cal. machine guns in the rear cockpit turret, two wing-mounted 20-mm. cannons, greater fuel capacity, and that two aircraft must fit on a 40 by 48-ft. aircraft carrier elevator with one foot to spare all the way around. Curtiss responded with Design 84. The Navy approved this design and ordered a prototype (XSB2C-1) on May 15, 1939. Major aircraft components were built during 1940 in a cow barn on the Ohio State Fairgrounds in Columbus. The sections were then shipped to Buffalo, New York for final assembly. (The Curtiss plant in Columbus was not yet built.)

Curtiss Project Engineer Ray Blaylock tackled the design problem posed by the Navy's requirement for a greater capacity of fuel and bombs in a small airframe so that two planes could fit on an elevator. His solution was an extremely broad aircraft (for its length) having an increased tail area to compensate for its lack of natural stability.

Even before the roll-out of the new untested prototype Helldiver on December 13, 1940, the Navy gave Curtiss a contract for 370 planes! Curtiss then forged ahead with its XSB2C-1 testing program which was, to say the least, full of bad luck. The prototype crashed on December 18, 1940, when its engine quit. When this repaired prototype flew again, it crashed on May 6, 1941 when the landing gear failed. Another prototype crashed on December 21, 1941 in a dive due to wing and tail failure. Meanwhile, the Navy, desperate for dive bombers (simply due to the fact that there was a war on), allocated more money for the Helldiver and pressured Curtiss to begin production. More modifications were added to the SB2C including weight reduction and dive brake changes.

Because of these problems, the delivery date of December 1941 obviously could not be met. Finally, in June 1942 the first production SB2C-1 rolled off the assembly line. Despite all of these difficulties, the Navy was completely committed (in terms of budget and pilot training) to this dive bomber. In November 1942, several test Helldivers began Carrier Suitability Trials on the escort carrier *USS Santee.*

When the *USS Yorktown* received its complement of Helldivers in May 1943, the results were mayhem! Landing gear failures and arrestor hook bounce led to many barrier crashes on the flight deck. The *Yorktown's* frustrated skipper, Captain J. J. Clark, advised that the SB2C Helldiver program be cancelled and (it was rumored) that all Helldivers be used as anchors! Because the *Yorktown* was needed to fight, all Helldivers were replaced with SBD Dauntlesses and the carrier sailed into combat. The *USS Bunker Hill* would later sail from Pearl Harbor on October 21, 1943 with Helldivers aboard.

Pacific Combat

On November 11, 1943, Helldivers of VB-17 Squadron from the *Bunker Hill* bombed Rabaul Harbor. This mission was a successful debut into combat. Beleagured Marines loved the Big Tailed Beast for its accurate bombing and strafing in support of the Tarawa landing. Helldivers later flew missions against Saipan in 1944. At Truk, the SB2Cs sunk 41 Japanese ships, including eight destroyers and three cruisers. During the 1944 Philippine Sea action, Helldivers heavily damaged the aircraft carriers *Zuikaku, Junyo* and *Chiyoda.* Off Okinawa, Helldivers and Avengers sank the world's largest battleship, the *Yamato,* in 1945. These and other battle actions proved that the Helldiver produced combat results.

Helldivers served with distinction on aircraft carriers including *Lexington, Hancock, Bennington, Intrepid, Enterprise, Ticonderoga, Randolph,* and *Essex.* Toward the end of the war in the Pacific Theatre of Operations, the Navy began replacing Helldivers, Avengers and Dauntlesses with Corsairs (which could carry the same bomb load and could counter the Kamikaze threat with greater flying speed) and the new F6F-5 model of the Hellcat.

Models

Several Helldiver variants were introduced after the Dash-1 (SB2C-1) model. The SB2C-1C had two .30-cal. machine guns in the rear power turret (compared to the Dash-1's one .50-cal. machine gun) with one 20-mm. wing cannon, a non-retractable tail wheel, and self-sealing fuel tanks with a maximum speed of 281 mph.

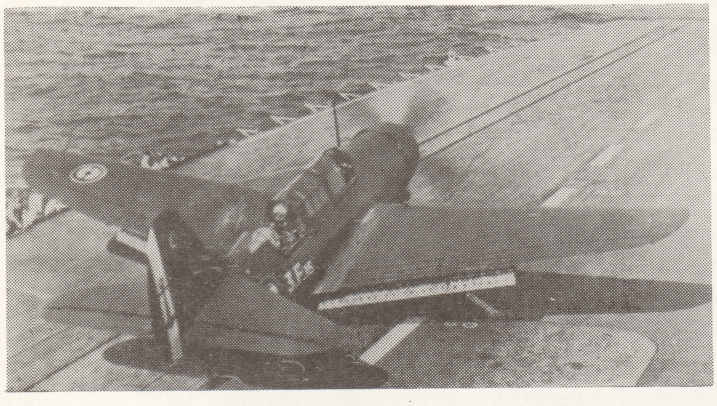
With an uprated engine, the Wright R-2600-20 Cyclone, the Dash-3 model had a maximum

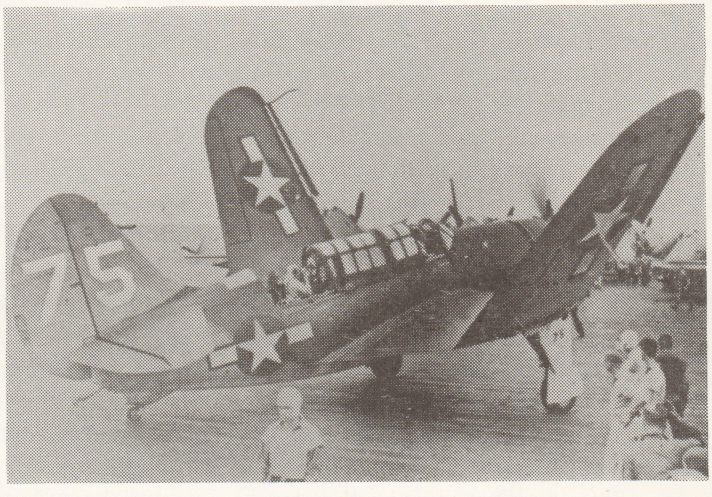
speed of 294 mph at 12,400 ft. and a four-bladed propeller. Its dimensions were: length: 36 ft., 9 in.; span: 49 ft., 9 in.; and height: 14 ft., 9 in. The Dash-3's gross weight was 13,674 lbs. with a maximum take-off weight of 16,800 lbs. and an empty weight of 10,114 lbs. Additionally, its rate of climb was 1,750 ft. per min., range: 1,200 mi. and a service ceiling of 25,000 ft. It could carry a load of 2,000 lbs. in its bomb bay (with hydraulically-operated doors) consisting of either two 1,000-lb. bombs or four 500-lb. bombs or depth charges or clusderneath its wings. When the Navy combined its torpedo and attack squadrons in 1946, Helldivers became the standard aircraft.

Greater fuel capacity was added to the very last production Helldiver model, the Dash-5. It had a frameless pilot's canopy and a spinnerless four-bladed prop. It was the standard aircraft used in Navy squadrons until the Helldiver was phased out in the 1950s.

France used SB2C-5s in Indochina during their war against the Viet Minh Communists. These Dash-5s, flying from the French ers were using dive and skip-bombing tactics. Of the 900 Shrikes in its inventory, the Air Corps gave some to the Marines who used them for training and target-towing. The Royal Australian Air Force, after flight tests, refused to accept the Shrike (offered under the terms of Lend Lease), so the Air Corps used them for training, patrolling, target-towing, and general transportation.

A float plane model, the XSB2C-2, was designed to counter the Japanese who had success early in the Pacific war with extending their





French Navy SB2C-5E of Escadre 3F, prepares to launch from French carrier, *Arromanches* in the Gulf of Tonkin, 1954. (Aeronavale photo)

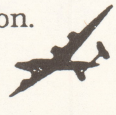
ter bombs. The SB2C's armament was two 20-mm. cannons in the wings (with 800 rounds per gun) and two .30-cal. machine guns in the rear cockpit turret (with 2,000 rounds per gun). Some Dash-3s carried a wing-mounted pod of two machine guns for extra firepower. Perforated dive brakes and flaps were added decreasing tail buffeting which plagued Beast pilots during high-speed dives. Some Dash-3s flew with AN/APS-4 intercept radar (Navy designation: SB2C-3E).

Last to see combat in the Pacific was the most widely-produced Helldiver, the Dash-4. It was faster and had a greater range than the TBF Avenger and slower (by only two miles per hour) than the cruising speed of the Hellcat. A spinner was added to the prop and eight rocket launchers were added unaircraft carrier *Arromanches*, supplied surrounded Legionnaires at Dien Bien Phu in 1954. Other countries using surplus Dash-5 Helldivers were Thailand, Italy, Greece, and Portugal. A total of 7,200 Helldivers (of all variants) were built before production ended.

Other Models

During World War II, the U.S. Army Air Corps watched the success of the German Stuka Ju-87 dive bomber with great interest. Under the Air Corps' contract, a specially-modified Helldiver Dash-1 named the A-25A Shrike was produced in St. Louis, Missouri. After 900 Shrikes were built, the Air Corps changed its mind, since the Stuka was an easy target for fighters and needed fighter escort whenever it flew. Furthermore, USAAF fighters and attack bomserial dominance with float planes beyond aircraft carriers and land bases. Tests showed that the XSB2C's floats slowed the aircraft and it required an extremely long take-off distance. The order was cancelled on April 14, 1944 because the Seebees were building land bases with great speed and U.S. Navy carrier operations were expanding all over the Pacific.

Two other models were built. The first, the XSB2C-6, was equipped with the 2,100-hp Wright R-2600-22 with redesigned tail surfaces and wing tips. The second model, the SXB3C-1, intended for a bigger engine, the Wright 2,300-hp R-3350-8, never went beyond the mock-up stage. With the end of World War II in sight, these two models were never put into production.



BOARD REPORT

YAF to Seek Sponsorship of Air Show

The Board of Governors voted to authorize the President to advise the Flint Airport Authority of the YAF's interest in being considered as a promoter of the Flint Air Show commencing in 1991. MMD Chairman **Joe Oberlee** had advised the Board that a five-year contract will be bid soon, and that there appears to be some support for YAF involvement. Discussions on the motion raised concern about obtaining the necessary "up front" money, as well as related items. One possibility would be to hire a professional air show promoter, to work under our auspicis, with the YAF doing much of the coordination and fundraising, but with professional experience and support.

B-17 DEBT

Also discussed was the question of the B-17 debt retirement. Although there was much conversation about the sale of the B-25, including the possibility of locating a "friendly" buyer, who would in some way involve the YAF in the aircraft's continued operation, it is obvious that any sale would not be completed in time to realize proceeds for the B-17 note due July 1, 1989. Accordingly a motion to authorize the corporation to borrow up to $85,000 from a commercial bank was made a carried.

In other actions the Board approved the rental of hangar space to member **Dave Davis** for his restored and flyable Ryan PT-22 Recruit. While rental decisions do not require Board approval, the motion was made to direct Board attention to the latest endangered species, hangar floor space. In the end, the merits of including rare and attractive aircraft in our hangar prevailed, subject to review if the space becomes necessary for museum tasks. The PT-22 is a low-wing, fixed-gear monoplane with a five-cylinder radial engine, circa 1940.

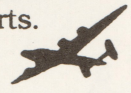
The Board approved allocation of not more than $500 to be spent by the Awards Committee for the purchase of Founders' Day awards.

ELECTION COMMITTEE AND OTHER REPORTS

Election Committee Chairman **Colleen Conrad** was asked to report on certain election procedures which stirred dissent last year. On the direct involvement of family members in some election tasks, it was consensed that the rule on family members should not interfere with labor-intensive tasks which could not reasonably influence the outcome of the ballotting. Other areas discussed were the qualification of ballots by mailing date, and matters of ties or challenges. Conrad advised the Board that a corrected version of the election rules would be published and posted in the near future. (**Ed. note:** See related item, Candidates Biographies, appearing elsewhere in this issue.)

Executive Director **Ray Hunter** displayed a B-25 piston, which had been removed from *Gallant Warrior* and mounted on a plaque with appropriate inscriptions concerning the piston's authenticity and congratulations to the Detroit Pistons on winning the 1989 NBA Championship. Arrangements are being sought to have Wayne County Executive Ed McNamara present the plaque to the world champions, if possible at the Willow Run hangar, which would generate welcome publicity.

Pat Riley displayed a new windshield metal frame recently fabricated for the B-17, alongside the part that it replaces. He noted that it had consumed 800 hours to date, with an estimated 800 hours to go. He also noted that while progress on the aircraft appears to be slow, the B-17 storage room contains many restored parts awaiting reinstallation at the right time. Three windshield frames were made, in order that two would be available for trade for other needed parts.



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1989 NATIONAL ELECTION

By Colleen Conrad, Election Committee Chairman

The 1989 Yankee Air Force National Board of Governors election will be by mail-in ballot. To be eligible to vote, a person must be a full member of record as of September 1, 1989. (Associate members may not vote.) Ballots and complete resumes will be mailed to eligible voters on September 15, 1989. Candidates for the following offices are:

PRESIDENT

Harry Terpstra

Ypsilanti, MI. Project Director/Architect. Past YAF National President, Past National Vice-President, National Director. Chairman – National Awards Committee, Chairman – YAF Fly-In, member ramp crew. Past membership chairman, served on by-laws, and division regulations.

Member Ypsilanti Historical Commission, EAA, Warbirds of America, National Trust for Historic Preservation, American Institute of Architects, licensed real estate salesman/builder.

George D. Whitfield

Dearborn, MI. Retired. National Director. Member Hangar and Outside Committee, PB4Y-2 Crew Chief, B-52 Crew, B-17 Crew.

Master Mason, 32nd Degree Scottish Rite, Shrine, Elks, EAA, AOPA, Private pilot, First United Methodist Church, AARP, Dearborn Athletic Club.

VICE-PRESIDENT

Ralph D. Gilpin

Mount Clemens, MI. Attorney. National Director – Corporate Secretary, Corporate General Counsel. Past National Director. Current Static Aircraft Crew Chief, restoration crew member, past managing director – Static Restoration Committee.

Active State and Federal Bar Associations, Explorer Scouts, church committees.

Notice of Annual Meeting of the Membership

by Ralph D. Gilpin, Corporate Secretary

The eighth annual meeting of the membership of the Yankee Air Force shall be held in Hangar 2041, Willow Run Airport, Belleville, Michigan, on Saturday, September 16, 1989, at 1:30 in the afternoon. The tentative agenda is as follows:

1. Welcome and Introduction
2. Presidents Remarks
3. Financial Condition
4. Membership Notes
5. Future Prospects
6. Introduction of Candidates for National Office
7. Open Forum

Joseph Oberlee

Clarkston, MI. Sales. National Director, Mid-Michigan Division President/Council Chairman, Special Fund Raising Chairman, member By-laws Committee, Liaison NED, MMD, WI/ILL, Special Litigation Committee, Ramp Crew.

DIRECTOR

William A. Hanney

Southfield, MI. Training Consultant. National Director, B-17 Restoration Electrical Crew.

Member Southfield Mobile Watch, Michigan Emergency Patrol, U of D Alumni.

Walt Hart

Redford, MI. Corporate Officer. National Director, Current B-17 Maintenance, Flyable Aircraft Committee, Aircraft and Parts Acquisition.

Fergus H. Mann

Bridgeport, MI. Mental Health Administration. Past National Director, member Administration and Personnel Committees. Liaison Officer – Saginaw Valley Division. Retired U.S. Army Colonel.

Patrick M. Riley

Redford, MI. Fire Captain. National Director. Director of Operations, Active on B-17 restoration, Static & Flyable Aircraft Repair. Member Redford Township Police and Fire Pension Board.

Joseph F. Slavik

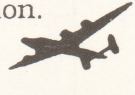
Orchard Lake, MI. Builder/Developer. National Director. Served as Chairman of Selection Committee for Executive Director. B-17 Crew.

John R. Snider

Dearborn, MI. Investigator/Para-Legal. National Director. Member Executive Committee, Security, several other Board Committees. Charter Member–YAF, Liaison to the State of Michigan.

Scott K. Vetter

Canton, MI. Systems Programmer. YAF Computer Advisor, Membership Computer Programmer, F-86-L Restoration Crew, hangar restoration.



Division News

MMD HANGAR SITE PROPOSAL

The June issue of *Wing Tips* carried drawings of the proposed location, site layout and building design for one of the division's proposed future buildings. A request has been made of the Airport Authority for erecting two steel-sided buildings – one for use as an exhibit area and meeting room, and the second being a hangar for storage and restorations. The meeting room would be 48 ft. x 32 ft. and 16-18 ft. high, with an attached shed for storage (see sketch). It would be located on the east side of Bishop Airport, and could be in operation by year-end. Construction of the hangar, measuring approximately 80 ft. x 80 ft., awaits the necessary funds.

MMD members towed the Ford Trimotor model in the Swartz Creek Hometown Days Parade on May 27th. This was the first time the Trimotor has participated in this event, and people were impressed. Many folks stopped by to watch the display being assembled, and to ask questions about the Trimotor and the YAF. **Norm Dively** and **Mike McMillan** took the model to Swartz Creek the preceeding evening. **Jim Kennell's** height was appreciated when it was time to insert the pins into the wing attaching mechanisms. The YAF contingent was headed by **Sandra Dively** in the family van, with the Dively offspring tossing candy to the crowd. **Doc Madison** recorded a tape explaining the YAF, and, with **Joe Oberlee's** help, rigged up a loudspeaker in the van to broadcast the information to the public. Doc used the same technique to create an informative tape about liaison aircraft, which was used at the Headquarters Memorial Day Observance. The MMD was represented by eight people at Swartz Creek, and 15 at Willow Run.

NED ACTIVE ON THE AIR SHOW CIRCUIT

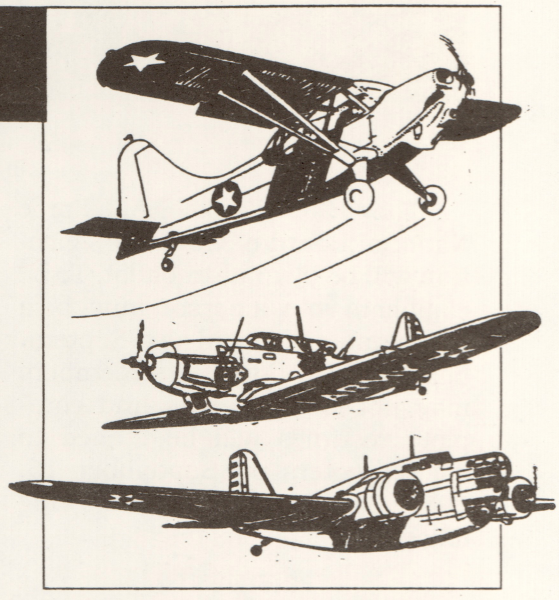
The NED kicked off their eight-event air show season May 13th at the Picatinny Arsenal's Open House. The gun turret worked on a full-time basis, taking 162 photos and garnering much public interest. A Cobra gunship was on static display near the turret, but whenever the twin .50s opened up or **Glenn Obert** got on the microphone, the crowds gathered. Glenn made a special effort to inform Boy Scout troop leaders as well as the public of the NED and its museum.

Aside from the fact that they had fun, the show also proved to be a financial success. Although not able to sell merchandise, the NED was allowed to take and sell photos in the turret and solicit donations and memberships. The receipts more than covered their expenses. By the end of the day the NED had been told by all of the right people that they were expected back next year.

ATLANTIC COAST DIVISION STATUS

Atlantic Coast Division Liaison Officer, **E. John Monsport,** provided the following explanation of how the Millville Army Airfield Museum relates to the YAF.

The M.A.A.M. was the name given to a collection of artifacts and memorabilia that had been collected and displayed at the field by **Mike Stowe.** These artifacts are technically the property of Mike. The Airfield Director allowed Mike to use an abandoned building at the field to display these artifacts as long as he called what he was doing the M.A.A.M.



Mike soon realized that the support of a national organization would help bolster his museum idea, and more readily gain support of the town council. At this juncture Monsport and **Bill Force** entered the picture, and the ACD was formed. A formal agreement between the ACD, the Airport Director and the town is being drawn up by the town attorney. The lease would be a standard one dollar per year with a maintenance rider. It was made clear that the museum be named M.A.A.M. to gain approval from the council.

YAF Atlantic Coast Division members will support and operate the M.A.A.M. as part of the Yankee Air Force and Museum. Stowe's original artifacts will be incorporated as part of the museum, on a loan basis, and he will insure them separately. Acquisitions will become part of the assets of the YAF, and will appear on a separate inventory. Should the YAF withdraw, this arrangement will protect some 20 years of Mr. Stowe's work.

The ACD is located in Building 1-A at the Millville Municipal Airport. The division publication is *The Thunderbolt*, which was the name of the base publication during WWII. The following division officers: Chairman, **William Force;** Vice-Chairman, **Michael Stowe;**

Asst. Secretary, **Elaenor Masczycki;** Asst. Treasurer, **Col. William Diener;** Council members **– Kelly Regal, John Monsport, Hugh Hays, Robert McDowell** and **Jan Churchill.**

WAYNE COUNTY EXECUTIVE VISITS YAF

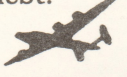
Wayne County Executive, Mr. Ed. McNamara, visited the Willow Run hangar in March. President **Russ Maxwell** presented him with an honorary YAF membership, and **Ray Hunter** briefed him on the YAF's accomplishments and plans. Following a reception which was attended by all YAF officers, he toured the museum and was a passenger on *Yankee Doodle Dandy.*

Willow Run member, **Larry Peters,** was promoted to Petty Officer First Class in the U.S. Naval Reserve on February 25, 1989. Peters is stationed at the Naval Air Facility, Selfridge ANG Base, in Mt. Clemens, MI. He is a member of the YAF First Aid Committee and the husband of member **Lana Peters.**

A hand signal class for pilots, ramp crew and mechanics was conducted at the hangar by **Rich D'Loss** A & P, R & E, who is an instructor for Northwest Air Lines. The class was attended by 28 members from Headquarters and the divisions. It was video-taped by **Dennis Cuddington.** Each division will soon receive a copy of the tape, and copies of the hand signal manual pages. If additional copies are needed, please contact **Nancy Lockwood,** Flyable Aircraft Secretary.

SAGINAW VALLEY DIVISION

In the division reports at the May Board of Governors meeting, the Board was informed that member **Ken Pohl** will undergo surgery for cancer. The division recently contributed $250 to Headquarters to assist in reducing our corporate debt.



Museumology

The "Loft Crew" (Willow Run's Museum staff) unveiled their latest project just in time for this year's Memorial Day observance: The Hallway. This space is the conduit for visitors to all of the Museum's rooms. It has been repainted white with blue trim. The light fixtures and room identification signs were relocated. The walls will soon display a collection of hand-painted pictures which have been donated over the years. "Thumbs up" to **Bill Lary, Henry Grudzien, Bill Abbott, Len Keeney, Evelyn Rouse** and **Les Reakes.** The finishing touch is the blue maching drapery, courtesy of **Barb Sutton,** at the end by the B-24 and World War II rooms.

USAF MUSEUM DIRECTOR VISITS YAF

The director of the USAF Museum, Col. R. Uppstrom, USAF, (Ret.) and his wife visited Willow Run in March to view the Yankee Air Museum, talk with its directors, and to generally get a feel for its operation. Uppstrom was on a trip to visit several aviation museums which have artifacts on loan from the USAFM, and planned to visit two museums in the St. Louis area and the Chanute AFB museum. The latter base is scheduled to close in the future, and the YAF has requested seven aircraft including several aircraft that are in the Thunderbird Demonstration Team markings, from their collection at that time. **Ray Hunter** is working on this project, and he indicated that this is a long-term plan, if it happens at all. Current USAF guidelines for the disposal of USAF assets are that USAF needs come first, which includes displays for active duty bases.

Hunter has recently received complaints regarding YAF members bringing "guests" (usually family members, friends, coworkers, etc.) to tour the museum. Members are reminded that *all* nonmembers are subject to the usual fees for touring the museum. If each member allowed just one "freebie" tour, the YAF would be out approximately $5,000. If the member is engaged in bonafide public relations work (such as a prospective member or donor, an advertiser, or some other official YAF business), then good judgement should prevail.

Steve Canyon Retires

The legendary Steve Canyon was the honoree at a special "retirement ceremony" April 3 on the Ohio State University campus in Columbus. The ceremony was the means by which the USAF presented a complete official personnel record and other memorabilia about Canyon to the OSU School of Journalism. OSU is the alma mater of the mythical character as well as his creator, Milton Caniff. Before his death on April 3, 1988, the Dayton-reared Caniff donated many of his papers and drawings to OSU. The J-school library was renamed the Milton Caniff Library.

The assembly of Canyon memorabilia was a special project of the USAF Public Affairs Office in New York City, and personnel at McGuire AFB, New Jersey. The Air Force project reviewed every one of Caniff's Canyon story lines to create a realistic personnel record for Canyon, who was retired at Caniff's death at age 81.

"It includes decorations, citations, movement order for each base, family data, all sorts of good stuff," said 1st Lt. Lynn Ellen Bryant, a McGuire AFB spokespan. "We also put together a flight record listing all his flying achievements, the planes he was qualified to fly, the hours in each plane, the instructor, how many missions he flew. Through Steve Canyon Milt Caniff did a lot to keep up the spirits of flyers and the Air Force. He really became a part of Air Force lore, and people remember," she said.

Because Canyon's cartoon career was so varied, Bryant said the Air Force decided to assign him to the Office of Special Investigations, to account for his many missions.

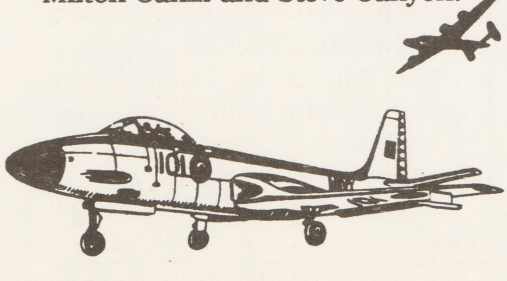
The presentation included a modern Air Force uniform bearing Canyon's insignia, ribbons and

Steve Canyon

name tag, and a retirement certificate for him and his wife, Sumner Smith. Officers at McGuire made a pentagonal shadow box that can be hung at OSU to display Canyon's 13 medals and eight ribbons. It bears the inscription: "Stevenson B. Canyon, AAF/USAF, 1947-1988."

"People here at the base and in New York have dedicated a lot of time, energy and imagination to the project," Bryant said. "We are happy and honored to do something that will be seen by others and that is going to last."

The U.S. Air Force Museum, which was represented at the ceremony, has a prominent exhibit in its Kettering Hall that features Milton Caniff and Steve Canyon.



Letters to the Editor

The Editor:

In reference to the May/June issue of *Wings*, comment in the Jan./Feb. issue, apparently some readers thought that the inside of the B-17 was painted. A preservative of zinc chromate was sprayed inside after all of the corrosion and greasy dirt and oil were removed.

Nancy Lockwood,
B-17 Crew Secretary

The Editor:

Highlands, NJ: A recent News editorial mentioned the infamous "$600 toilet seat and $1,200 coffee makers". Both are media myths.

The alleged $600 toilet seats for the Navy's P-3C Orlon anti submarine aircraft cost exactly $9.37. They were bolted to a $640 4-foot by 3-foot molded fiberglass cover that enclosed the entire toilet compartment. Since only three covers were needed by the Navy and it required the construction of a very expensive mold, the price was actually a bargain.

The world's most expensive coffee pot is a very large urn capable of producing 200 cups of coffee. It is used on our giant C-5A aircraft when massive troop movements are required. In case of a loss of pressurization – called an "explosive decompression" – a normal coffee urn would explode with the force of a bomb. That's why Boeing 747s have large coffee urns just like the ones on the C-5As. And costing just as much as those on the C-5As.

Joseph G. Stano, USAF (Ret.)

(Ed. note: The above letter originally appeared in *The Yankee Clipper*.).

MEMBERSHIP REPORT

By Charlie Lingenfelter

The month of May has been a good month for membership – (59) new members. The (2) day Memorial Day Event accounted for (33) of the total. We may be overcoming the stigma as "the best kept secret in Michigan".

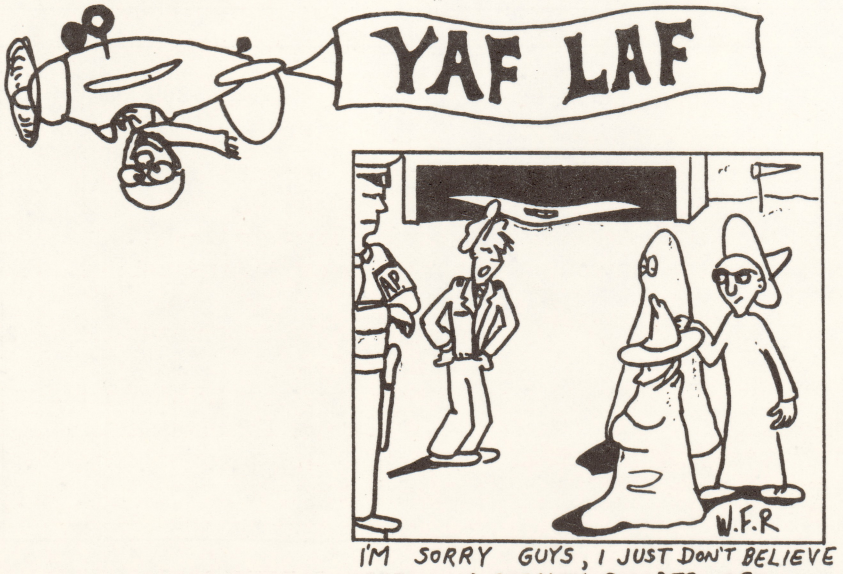
Please welcome the following (74) new members since my last report in the April-May issue of the *Yankee Wings*.

Willow Run – 3249 Mikel Hagenian Jr., 3250 Frederick L. Hall, 3251 David Morgan, 3252 Timothy A. Simmons, 3253 Roger A. Peterson, 3254 Jim Miller, 3255 Robert H. Bell, 3256 William L. Wheeler, 3257 Ronald R. Darga, 3258 Philip M. Ward, 3259 John R. Ormiston, 3261 Eugene W. Fleck, 3262 Genevieve Winkel, 3263 Robert A. Steiger, 3264 Laura N. Steiger, 3265 Randall M. Kimberly, 3266 Hall McLeod, 3267 Donald G. Staebler, 3268 Gordon R. Trayer, 3273 Lewis M. Sarkovich, 3274 Larry Miller, 3275 Randy Horstmann, 3276 James E. McGinnis, 3277 Elaine M. McGinnis, 3278 Don Campbell, 3279 Richard L. Clay, 3280 Michael Schmieding, 3281 Stanley J. Bist, 3282 Jack M. Hamilton, 3283 Jeffery Mansour, 3284 James J. Juergens, 3285 Wallace R. Scott Jr., 3286 Frank McPhillips, 3287 Gene Fincham, 3288 Robert Guy, 3289 Michael Martinuzzi, 3290 Lansing W. Lathers, 3291 Harold G. Paddock, 3292 George Toma, 3293 Kevin Eric Goodes, 3294 Thamas A. Moore, 3295 R. Wayne Macy, 3296 Arlene E. Lawrey, 3297 Paul M. Atkinson, 3298 Nelson R. Coash, 3299 Kenneth Ormandy, 3300 Merrill C. Miller, 3301 David M. Tague, 3302 Richard Robertson, 3303 Kenneth Gilbert, 3304 Jack Callahan, 3305 Brian Roberts, 3306 Oliver M. Kirkeby, 3307 Richard G. Houghton, 3308 Dick Bristow, 3309 Richard S. Beamgard, 3310 Joel Ebersole, 3311 Ted Daykin, 3312 Walter C. Skotarczyk, 3313 John R. Price, 3314 William L. Bonoan, 3315 Andrew B. Bazian, 3316 Gary Wayne Morningstar, 3317 George D. Hudson, 3318 Brian A. Rogers, 3319 Kenneth C. Smith and 3322 Dorothy E. Smith.

Northeast Division – 3269 Henry E. Whittle, 3270 Carl Cubera, 3271 Anthony T. Tomanek and 3272 Mary Ellen Aleksza.

Mid-Michigan Division – 3260 Don Novak, 3320 Vernon E. Buck and 3321 Gloria J. Eby-Buck.

Total membership as of June 1, 1989 is (1,498).



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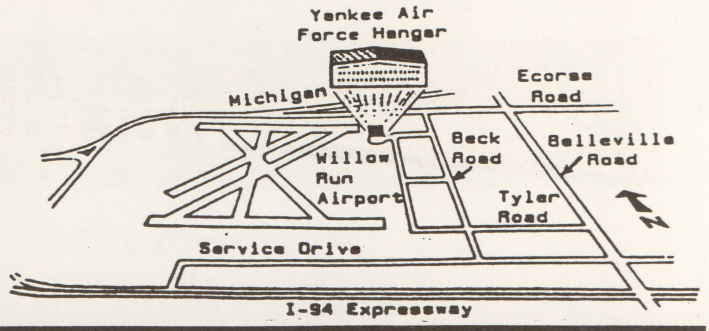
YAF HEADQUARTERS – WILLOW RUN AIRPORT

Take I-94 to Belleville Road exit, North to Tyler Road, west to Beck Road, turn right and enter through second gate on your left. Or take I-275 to exit 20 – Ecorse Road. Take Ecorse Road west to Beck, proceed south to first gate on your right.



CALENDAR

SEPTEMBER 1989

2-4 – Cleveland Air Show (T-Birds) – Cleveland, OH
6 – Headquarters Division General Members (WR)
6 – Northeast Division Council – 7:00 (NE)
7 – Wisconsin/Illinois Division General Membership (WI/IL)
9 – Security Committee – 10:00 (WR)
9 – Restoration Crew – 2:00 (WR)
12 – Saginaw Valley Division Council (SV)
12 – Membership Staff (WR)
13 – B-17 Crew (WR)
13 – Mid-Michigan Division General Membership – 7:00 (MM)
14-7 – Reno Air Races – Reno, NV
16 – YAF Annual Meeting – (WR)
16 – Griffiss AFB Air Show (T-Birds) – Rome, NY
17 – YAF Open House & Fly-in – (WR)
19 – Saginaw Valley Division General Membership (SV)
20 – National Board of Governors (WR)
20 – Northeast Division General Membership – 7:00 (NE)
21 – Publications Staff (WR)
23-4 – McGuire AFB Air Show (Blue Angels) – NJ
24 – NE Div. Jimmy Doolittle Ceremony – (NE)
26 – Wisconsin/Illinois Division Council – 7:00 (WI/IL)
27 – Mid-Michigan Division Council (MM)

OCTOBER 1989

4 – Headquarters Division General Membership (WR)
4 – Northeast Division Council – 7:00 (NE)
5 – Wisconsin/Illinois Division General Membership (WI/IL)
10 – Saginaw Valley Division Council (SV)
10 – Membership Staff (WR)
11 – B-17 Crew (WR)
11 – Mid-Michigan General Membership – 7:00 (MM)
12-5 – Confederate Air Force Air Show – Harlingen, TX
14 – Security Committee – 10:00 (WR)
14 – Static Restoration Crews – 2:00 (WR)
17 – Saginaw Valley Division General Membership (SV)
18 – National Board of Governors (WR)
18 – Northeast Division General Membership – 7:00 (NE)
19 – Publications Staff – (WR)
24 – Wisconsin/Illinois Division Council – 7:00 (WI/IL)
25 – Mid-Michigan Division Council (MM)

NOTES:

- All meetings begin at 7:30 PM, unless otherwise noted.
- An entry marked with an asterisk (*) indicates more information may be found elsewhere in this issue.
- Any additions or corrections to the calendar should be submitted to Jim Hanford, Tel. (313) 562-3283, by the copy deadline shown on page 2.

FUTURE 1989 EVENTS TO PLAN FOR:

Nov. 1-3: Aeronautical Design Symposium commemorating 75th year of the Aeronautical Engineering Department, University of Michigan, Ann Arbor.

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